A BRITISH TRIUMPH.

Chicago's Board of Trade Captured by Dominion Railways.

FAIR RATES THE WEAPON USED.

American Senators Much Surprised by the Things Told Them.

CANADIAN COMPETITION BREAKS POOLS

And Compels Fair Treatment From Star Spangled Monopolists.

The committee of United States Senators investigating the question of the competition of Canadian lines of railway doing business partly within the United States were greatly surprised yesterday by a committee of the Chicago Board of Trade, which said that these roads were all that held the American roads to anything like fair dealing. Members of the committee were also opposed to railroad pooling, and claimed Canadian competition was what saved them from its evils.

CHICAGO, July 15.—The Senate Inter-State Commerce Committee resumed work to-day. It began with a special committee of the Board of Trade. Secretary Stone read a report on questions submitted by the Senate committee to the Board of Trade on the

ate committee to the Board of Trade on the 10th instant. To the question, "Do Canadian lines of transportation in the United the reply was: "Probably as a whole they affect it favorably in so far as commerce is favorably affected by having open to it as many channels of trade as possible."

arrangements that have existed between such roads as the Michigan Southern and Michigan Central, and, second, by the England when American lines charged exorbitant rates under the inter-State commerce law. The Grand Trunk line of Canada was the pioneer in the dressed beef trade, which before they encouraged it was continually discouraged by American roads in the interests of their live stock trade and

yard commissioners."
"Is traffic originating in the United States, and which would naturally belong to American roads, diverted from them by Canadian roads?"

"It has not, except in the case of perishable goods. The Canadian lines were among the first to build and operate transfer elevators here for the preservation of identity and the weighing of grain in hopper scales as required by the law of the State, which law is now openly defied by some of the American lines centering here.

FAIRNESS OF CANADIAN LINES. "The Canadian lines have won the larger share of this business from the West by such and kindred measures and by uni-formly just and equitable treatment of their patrons and not by favoritism to one shipper over another, as is evidenced by the popular regard had for these lines by Western merchants. We do not consider any additional legislation necessary. No further obstructions upon the commerce between the United States and Canada by the water routes should be tolerated, but this committee would recommend the enforces committee would recommend the enforce ment of the inter-State commerce act and tion of the United States products passing over the great commercial highways of Canada as will allow them to pass untrammeled in the future as in the past. The adoption of any legislative measures cal-culated to restrict the transportation facilities now enjoyed by all will, in the opinion of the committee, bury in impenetrable oblivion the party that accomplishes it."

The committee also suggested additional legislation to make it "unlawful for railway

corporations to combine for the formation of railway associations like the Trunk Line, Central Traffic, Southwestern and Inter-State Commerce Railway Associations or trusts of any description, believing they destroy competition and evade the law." Their statement appeared to come unex-pectedly to the committee and created some-what of a sensatio 3. They immediately abandoned, temporarily, the consideration of the relations with Canada to develop the ard of Trade idea of traffic associations

OPPOSITION TO POOLS. "This is indeed an important question," said Senator Hiscock, "and the attitude of the Board of Trade in this city is considerable of a surprise to me. The concensus of public opinion, both among railroad men and shippers, and particularly in Boston, where we were last in session, is that these associations and traffic agreements are the only solution of the present complication. I would like to ask whether the denunciatory sentences in your report are a deliber-

ate opinion or merely rhetorical?" The committee evidently did not antici-pate this turn of affairs and evaded an immediate answer on the protest that they did not understand they were present to consider the question of pools. Individual members of the committee were then examined on this and other points, and from each was elicited the strongest opposition to any truffic agreement or differentials for the oads on the ground that it prevented free competition

George F. Clark was asked if he thought present traffic and differentials should be andoned for the old cut rates, and he replied by saying he thought the traffic asso ciations had never been successful. He also said he thought rates were higher under traffic agreements and since the adoption of the inter-State law.

Senator Reagan asked: "Is the policy of a stronger road allowing a differential to a weaker road a good one?" "It might prevent rate war," said Mr.

William J. Polk opposed traffic associa-William J. Polk opposed traffic associations because they were un-American and induced an indifference to the wants of the trade. A. M. Wright, formerly President of the Board of Trade, said pooling had always operated against Chicago, affording lines opportunities to cut before and after the adoption of the inter-State law.

H. F. Dousman and W. C. Wicker, traffic Railroad, were also examined. The latter explained the making of seaboard rates. The committee finished its work this afternoon and left for the East, with the exception of Chairman Cullom.

AFTER THE SOO ROAD. Judge T. M. Cooley, President of the Inter-State Commerce Committee, made another of his mysterious visits this morning. This time it was to United States Attorney George M. Baxter, and the subject under on was the charges which have been preferred against the Minneapelis, St. Paul and Sault Ste. Marie road for violation of section 2 of the inter-State commerce law prohibits discrimination in making for one shipper over another. Several weeks ago Attorney Baxter received a letter from Judge Cooley which instructed that gentleman to proceed in securing indictments against the officers of the Soo road for violating the above sec-tion. The case cited by Judge Cooley was one where the Soo road was alleged to have carried 1,800 gallons of alcohol from St. Paul to New York for 47½ cents per 100 pounds, a cut under the published rates. Before proceeding with the case the United States Attorney wrote to the Judge for jurther instructions. This morning the two had a long conference. As a result Attor-ney Baxter had this to say: "I will proceed with the case against the officers of the road. The information will be laid before the United States grand jury next October. The

principal charge is made on the consignment of 1,800 gallons of alcohol at a rate below their special rates to the East. This is all that I am prepared to state at pres-

A CLOSE CALL.

Right Men Struck by Lightning and Stunned-A Narrow Escape From Cremation While Unconscious -Paralyzed by the Fiery Belt.

INPECIAL TELEGRAM TO THE DISPATCH. BALTIMORE, July 15 .- One of the most thrilling incidents of the violent storm which visited the country around Baltimore on Saturday happened on the home farm of Joseph Warfield, near Florence, and caused the instant death of three horses and stunned eight

a report on questions submitted by the Senate committee to the Board of Trade on the 10th instant. To the question, "Do Canadian lines of transportation in the United States affect the commercial interests of the United States favorably or unfavorably?" the reply was: "Probably as a whole they affect it favorably in so far as commerce is favorably affected by having open to it as many channels of trade as possible."

"In what manner does it affect such interests?"

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"The what manner does it affect such interests?"

"First, by smashing pools and all traffic arrangements that have existed between such roads as the Michigan Southern and Michigan Central, and, second, by the equalization of freights to points in New equalization of freights to points in New two hours before the men recovered con-

THE RIGHT TO FURNISH FUEL.

Question of Municipal Power to Buy Gas Territory and Sell the Gus.

TOLEDO, O., July 15 .- To-day the services of Judge Stevenson Burke, of Cleveland, were secured as counsel to fight the Toledo natural gas bond issue in both State and Federal Courts, to meet the points on which Judge Jackson refused a preliminary injunction recently at Nashville. These cases involve the power of the State Legislature to authorize municipalities to buy natural gas territory, drill wells, and build pipe lines to supply natural gas for fuel, and to levy taxes to pay such bonds, as well as the alleged conflict of the law applicable to Toledo, with specific clauses of the Ohio

No preliminary injunction will be applied for, as the case will determine the validity of the bonds now being issued by the city of Toledo, and Judge Burke will endeavor to have the cases pushed to a hearing as soon as possible.

EJECTMENT BY MURDER.

Landlord Gets Rid of Two of His Tenants, but Fails to Kill the Third. EMPIRE CITY, ORE., July 15 .- Mrs. Eatonhover and child were brutally mur-

such laws as pertain to the bonded regula- | dered on the farm of John Gilman, near Coquille City, on Thursday night, and buried in a gulch near the house, wher they were found to-day. The husband was working up the river, returning home Saturday. They were tenants of Gil-man, who wanted them to leave, which they rejused until their lease expired. After laid in wait on Saturday and attacked Eatenhover on his approach to his home, but he escaped and gave the alarm which resulted in the discovery to-day of the re-mains of the wife and child and a readymade grave for the husband. Gilman and his wife were arrested and may be lynched.

ORGANIZING AGAINST OPPRESSION.

Parnell and Other Irish Leaders Resolved Against Extermination.

LONDON, July 15 .- The Parnellites held a meeting in a room in the House of Com-mons to-day for the purpose of taking action relative to the proposed Tenants' Defense League. Mr. Parnell moved that it was imperatively necessary that the tenant farmers in Ireland combine for self-defense against their attempted extermination by the land-lord conspiracy. Thomas Power O'Counor seconded the motion.

seconded the motion.

A committee was appointed to prepare a constitution for the new League. The committee is composed as follows: Messrs. Parnell, Justin McCarthy, Thomas Sexton, T. P. O'Connor, William O'Brien, Timothy Harrington and T. P. Gill.

THE SYNDICATE PLOUR DEAL.

gotintlops for the Trust. MINNEAPOLIS, July 15 .- At last the rumon about the purchase by English capital of a big

interest in Minneapolis flour mills are becoming more definite. The statements that options had been given on the Pillsbury and Washburn mills is bringing out the details. The options were given as a result of a thorough examinawere given as a result of a thorough examination of the properties by experts from the East, who went over the accounts of all the firms. These options expire on July 25, and though it was at first believed the deal would go through, there is understood to be considerable doubt it. The scheme in brief is this:

The property in question, including mills with a daily capacity of 22,000 barrels, or two-thirds of Minneapolis' total capacity, is to be capitalized at \$10,000,000. A controlling interest in this amalgamated organization, in the shape either of stock or bonds, is to be sold to the English syndicate. C. A. Pillsbury is to be retained as manager, perhaps, of the entire business; certainly of the Pillsbury mills. The financial negotiations are, it is said, being conducted through the well-known Eastern bankers, Drexel, Morgan & Co. If the bond scheme is adopted, it will result in the loaning of money at a low rate of interest, probably 4 per cent. Of the \$10,000,000 capital, it is said that \$3,000,000 represents J. J. Hill's interest in the water power. Speculation, however, is idle until July 25 arrives and it is seen whether the options are taken advantage of.

WASHINGTON, July 15 .- R. M. Thomas of Missouri, formerly postoffice inspector, has been reinstated under the modified civil service rule. C. M. Spooner, of Iowa, has been appointed a postoffice inspector.

UNITED IN DEATH.

Touching Sequel to a Romance of the Reveutlenary War-A Sweetheart Who Grieved Herself Into Her Grave for Her Lost Lover.

(SPECIAL TELEGRAN TO THE DISPATCH.) READING, July 15 .- Colonel M. M. Missiner, of the Falls of French Creek Hotel, fully confirms the story of the finding in a cave of the skeleton of the Revolutionary soldier, Arthur Carrington, and the bottle containing the manuscript which he wrote to his betrothed, Virginia A. Randolph, before he died, as related in to-day's Dis-

PATCH. W. W. Potts, who discovered the bottle containing the manuscript, after writing to Richmond triends, received two letters written by Rachael Randolph, presumably the mother of the girl, to Alice Payton, in which she feelingly refers to the grief of the young woman over the absence of her lover, and her approaching death. Rachael Ran-dolph's letter is dated February 20, 1778, and in it she says:

and in it she says:

We all know the end is near, but our darling is so peaceful and calm, willing to wait, yet so happy to know that she will soon be in a better world, that we can scarcely feel our sorrow now, but when she has left us—when we are alone—I think our hearts will break. One morning, about a week since, she said to me: "Mamma, all my sorrows have passed away. Arthur died calmly, trusting in God, and I am going to him very soon. I cannot tell you how I know this, mamma, but I feel it is true." From that hour her face had been radiant with peaceful joy. She was always gentle and patient and now she is happy. I try to submit, but I think my neart is breaking.

Mr. Potts' Richmond correspondent adds

Mr. Potts' Richmond correspondent adds that the death of Virginia Randolph of a broken heart was one of the traditions of the Revolution among the old families.

There is one interesting paragraph in Carrington's letter inclosed in the bottle. It is as follows, and tells of his imprisonment in the care. the cave:

I rushed back to the entrance and tried with all my strength to move the stone, but all in vain. I then tried to dig my way out with my knife, but I found the floor of the cave was one solid rock, merely covered with a few inches of sand. Convinced at last that I could never escape without help from outside, I hallooed at the top of my voice, hoping that some one—even the enemy—would hear me. Anything would be better than to be buried alive. But no one came, and I gave up in despair. Throwing myself on the floor, I groaned aloud. At last I grew calmer and even felt ashamed of my first paroxysms of terror. I tried to calm my fears. I prayed Almighty God to spare me such a death as I feared was before me, and that I might live to see your face once more, or, if this might not be so, to teach me how to die as a brave man should. I tried to comfort myself with the hope that my men were still alive and would come back to look for me. It was not death that I dreaded so much. I had been near death before, and felt no fear. It was being buried alive and wying alone, so far from you, that filled me with horror.

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HE COUGHED DAY AND NIGHT.

Mr. James Brown, a well-known citizen of Allegheny county, formerly residing in Glenwood, but who has for the past il years lived in Hampton township, has passed through an eventful experience. His disease, although not unlike that of many others, assumed certain conditions that gave him great alarm. He had a continuous dropping of offensive matter from his head into the throat, where it assumed a dry, tenacious condition, rendering it almost impossible for him to raise it out. There was a ticking sensation in his throat, and, as the poisonous matter extended down into the bronchial tubes of his lungs, he coughed badly both day and night. He felt great tightness and a stuffed-up condition in his throat and lunga. His breath became very short, and, as the disease further preyed upon his system, he lost fiesh and became very weak. He had pain over the eyes, poor appetite, coated tougue and belching of gas after eating. Although 64 years of age, he received treatment from the physicians of the Catarrh and Dyspepsia Institute, at \$23 Penn avenue, and he became entirely cured of these diseases.

He adds: "I am glad to give my testimony for publication, as I have been cured as above stated, by the physicians of the Catarrh and Dyspepsia Institute.

Mr. Brown's postoffice address is Talley Cavey, Allegheny county, where this statement can be easily proven by himself and many friends. HE COUGHED DAY AND NIGHT.





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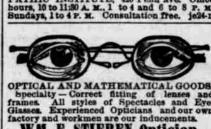
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FROM AN UNTIMELY DEATH.

Mr. H. Robertson, a native of Scotland, but who has been a resident of this country for several years, has been a victim of kidney disease with the following symptoms: He had a heavy dragging pain across the small of his back, extending from one side to the other, and a bloated, dropsical condition of the bowels, high colored urine, and he noticed that sometimes it contained a reddish, brick-colored sediment, and at other times the sediment was of a lightish color. He noticed that he felt very tired in the morning, and as he gradually grew weaker, his stomach became affected. His appetite became poor, and he was constantly annoyed with sour cructations of gas from his stomach after eating, and on account of the kidneys not performing their function properly, his blood became charged with rheumatic poison, so that he had much pain about his shoulders and different parts of his-body. As he became more emaciated he began to cough, and he felt much tightness and weight across his lungs. In speaking of the matter one day, he said:

"I doctored with the best doctors I could hear of, but was fast getting worse. I became melancholy and thought I could not live. Finally I began treatment with the physicians of the Polypathic Medical Institute, who are specialists for chronic diseases, and although confined to the bed when I commenced their treatment, my improvement was very rapid, and I have been entirely cured by these physicians, and I gladly sign my name.

Anyone wishing to call upon Mr. Robertson, or write him with reference to his case, can have his full address by calling at THE POLY-PATHIC INSTITUTE, 420 Penn ave. Office hours, 10 to 11:30 A.M., 1 to 4 and 6 to 8 P. M. Sundays, 1 to 4 P. M. Consultation free. je24-p FROM AN UNTIMELY DEATH.



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All kind ist's prescriptions a specialty. All kind ses ground and spectacles made on the ses. 908 PENN AVENUE, PITTS. enteenth and Chestnut, Philadelphia.



Company—Schedule in effect June 2, 1880, Central Limes P. & L. E. H. R.—Depart—For Cleveland, 5:00, 9:50 A. M., 71:35, 4:10, 9:50 F. M. For Checkmand, Chicago and St. Louis, 5:00 A. M., 71:35, 9:20 F. M. For Checkmand, 5:00 A. M., 12:35, 9:20 F. M. For Buffalo, 5:00 A. M., 4:9, 9:30 F. M. For Salamanca, 7:30 A. M., 7:35 F. M. For Beaver Falls, 5:00, 7:50, 5:00, 5:30, 6:20, 5:30, 6:30, 5:30, 7:35, 9:30 F. M. From Balamanca, 11:30, 7:55 F. M. From Youngstown, 76:30, 9:30 A. M., 12:30, 5:30, 7:35, 9:30 F. M. From Balamanca, 11:30, 7:55 F. M. From Chartiers, 76:12, 5:22, 9:30, 5:30, 7:35, 5:30, 7:35, 9:30, 7:

P.M. For McKeesport and Elizabeth, "5:20, 10:05 A. M., "2:21, 5:15 P. M. From Elizabeth and McKeesport, 7:50 A. M., 1755, "5:00 P. M. Dally, [Sundays only, 1Will run one hour late on Sunday. [Will run two hours late on Sunday.

KAUFMANNS

BRIEF CHAT ABOUT

Ladies wearing our splendid line of hand-sewed Shoes find their daily walks give a double measure of enjoyment. Nowhere else will you find the same dressy shoes or the same excellence of make. We handle only the very best of manufactures. Young Ladies' Dress Boots with jaunty tips-at-the-toes are among them. Quieter styles for stately dames. Extra broad shoes with softest soles for ladies of declining years, all here at very low prices. ,

LOW SHOES and SLIPPERS

An especially beautiful line of these goods on display. All the latest styles in black, russets, browns, tans, etc., tipped toes or plainenough sorts to please every one's fancy. It is impossible to mention all the lots and their prices nor a few leaders, because they are all "leaders." Still, the few given below will give you an idea of the values:

Ladies' Olive and Coffee Colored Oxfords, hand-sewed. \$1 to \$3. Ladies' Oozecalf Oxford, very stylish, at \$2, worth \$3. Ladies' Patent Vamp Oxford at \$1 50 to \$2 50.

Ladies' Tipped Oxfords only \$1. The above mentioned goods are great bargains, but are only a few out of many equally as good. We are also showing a large assortment of fancy Dress and Party Slippers. In fact anything that you would expect to find in a first-class shoe department is here. Besides regular goods we have many "exclusives" that are to be found only with us. Others may have them next year, but we have them now!

Some particularly good bargains offered in Children's Shoes. Tennis Shoes in stock.

What a Glorious Chance for Any Man to Buy a Fine Dress or Business Suit This Week.

No man can feel comfortably wise until he's on good terms with himself; ergo, you must have one of that new line of Suits-\$12-ere you will enjoy tranquility of mind. On sale to-day and through the week. The prices trimmed closely—\$5 to \$10 less than real worth. We've slashed into the whole Suit stock; dissolved the profits from cost, and left many standing without a face of gain for us-prices \$5, \$7, \$10 and \$12 per suit. Money to us now is preferable to the goods. Suits can't stand on the order of going, but must git!

PANTS.

You know them. If you knew of the \$5, \$4 ones we're now selling for \$3, not another word would we have to say. Bear that in mind this week, and see our stock.

WHERE you going for a week, month or so during the high temperature? Lakes, ocean, mountains, farm? Maybe we can give some good points. Know we can about the things you ought to take along. In their order: Flannel Shirts, Blazers, plenty of cool Underclothing and Handkerchiefs, Scarfs, Sashes, Belts, etc. Got 'em all, and more, too. the prices are not mean—they're low.

ANENT our Children's stock of Clothing. Mothers, this department gets lots of our attention. This week's specialties are: Lot of Suits for Boys 4 to 14 years, \$3; market value \$5. Got more than we need, and you'll profit by our being overstocked. 75c Boys' fine Knee Pants; you wouldn't object, ordinarily, to pay \$1 25 for them; that's (r 25) the town price for them.

CHILDREN'S SHIRT WAISTS

That's all we need to write. The mothers know we've always got

Fifth Avenue and Smithfield Street.

RAILEOADS. MAIN LINE EASTWARD.

New York and Chicago Limited of Pullman Vestibule daily at 7:18 a. m.

Atlantic Express daily for the East, 3:20 a.m.
Man grain, daily, except Sunday, 5:20 a. m. Sunday, mail, 3:30 a. m.

Day express daily at 1:20 p. m.

Philadelphia express daily at 4:20 p. m.
Eastern express daily at 1:30 p. m.
Fast Line daily at 8:10 p. m.
Greensburg express 5:10 p. m.
Derry express 11:00 a. m. week days.

Derry express 11:00 a. m. week days.
All through trains connect at Jorsey City with boats of "Brooklyn Annex" for Brooklyn, N. Y., avoiding double ferriage and Journey through N. Y. City. MAIN LINE EASTWARD.

the largest lot and lowest prices.

Fast Line, daily 11:55 p. m.

SOUTHWEST PENN RAILWAL

For Uniontown, 5:35 and 8:38 a. m. and 2:25 p. m., without change of cars 12.50 p. m., connecting at Greenaburg. Trains arrive from Uniontown at 9:45 a. m., 12:25, 5:35 and 9:59 p. m.

WEST PENNSYLVANIA DIVISION.

From FEDERAL ST, STATION, Allegheny City, Mail train, connecting for Bisirsville. 6:45 a. m. Express, for Bisirsville, connecting for Butler Accom. 8:20 a. m., 2:25 and 5:59 p. m. Springdale Accoms:00, 11:50 a. m., 3:30 and 6:39 p. m. Morth Apollo Accom. 11:50 a. m. and 3:59 p. m. North Apollo Accom. 11:50 a. m. and 3:59 p. m. Ballegheny Junction Accommodation 10:40 p. m. On Sunday 10:40 p. m. Connecting for Butler 10:35 a. m. Ballsville Accommodation 10:40 p. m. Trains arrive at FEDERAL STREET STATION: Express, connecting from Butler 10:35 a. m. Butler Accom. 16:10 a. m. and 7:20 p. m. Butler Accom. 16:20 a. m., 1:40 p. m. On Sunday 11:40 p. m. On Sunday 11:40 p. m. 10:10 a. m. and 7:20 p. m. Springdale Accom. 8:45 a. m., 1:25, 7:25 and 11:10 p. m. On Sunday 11:40 p. m. 10:10 a. m. and 7:20 p. m. Springdale Accom. 8:47, 11:48 a. m., 2:25, 6:30 p. m. North Apollo Accom. 8:47 a. m. and 7:50 p. m. Springdale Accom. 8:47, 11:48 a. m., 2:25, 6:30 p. m. North Apollo Accom. 8:47, 11:48 a. m., 2:25, 6:30 p. m. North Apollo Accom. 8:48 a. m. and 7:50 p. m. Springdale Accom. 8:47, 11:48 a. m., 2:25, 6:30 p. m. North Apollo Accom. 8:48 a. m. and 5:56 p. m. Springdale Accom. 8:48 a. m. and 5:56 p. m. Springdale Accom. 8:48 a. m. and 5:56 p. m. Springdale Accom. 8:48 a. m. and 5:56 p. m. Springdale Accom. 8:48 a. m. and 5:56 p. m. Springdale Accom. 8:48 a. m. and 5:56 p. m. Springdale Accom. 8:48 a. m. and 5:56 p. m. Springdale Accom. 8:48 a. m. and 7:50 p. m. Springdale Accom. 8:48 a. m. and 7:50 p. m. Springdale Accom. 8:48 a. m. and 7:50 p. m. Springdale Accom. 8:48 a. m. and 7:50 p. m. Springdale Accom. 8:48 a. m. and 7:50 p. m. Springdale Accom. 8:48 a. m. and 8:56 p. m. Springdale Accom. 8:48 a. m. and 8:56 p. m. Springdale Accom. 8:48 a. m. and 8:56 p.

MONONGAHELA DIVISION.

Trains leave Union station, Pittsburg, as follows:
For Monongahela City, West Brownsville and
Uniontown, Il a. m. For Monongahela City and
West Brownsville, 7:05 and II a. m. and 4:60 p. m.
On Sunday, 1:01 p. m. For Monongahela City, 5:60
p. m., week days.
Ilravosburg Ac., week days, 3:20 p. m.
West Elraboth Accommodation, 8:20 a. m., 2:03,
6:20 and Il:35 p. m. Sunday, 5:50 p. m.
Ticket offices—Corner Fourth avenue and Try
street and Union station.
CHAS. E. PUGH,
General Managet.
Gen't Pass'r Agent,
TDANHANDLE BRIDTE—ILL. V. 1888 INLOVE

PENNSYLVANIA COMPANY'S LINESMay 12, 1820, Central Standard Time.
TRAINS DEPART

As follows from Union Station: For Chicago, d7:23
a. m., d 15:20, d 10:00, d7:45, except Saturday, 11:20
p. m.; Toledo, 7:25 a. m., d 13:20, d 1:00 and except
staturday, 11:20 p. m.; Crestline, 5:65 a. m.; Clereland, 6:10 a. m., 12:65 and d 11:55 p. m. and 7:25
a. m., via P., F. W. & G. Ry; New Castle
and Youngstown, 7:05 a. m., 12:23, 3:45 p. m.;
Youngstown and Niles, d 12:20 p. m.; Meadville,
Eric and Ashtabula, 7:05 a. m., 12:23, 3:45 p. m.;
Youngstown and Niles, d 12:20 p. m.; Meadville,
Krie and Ashtabula, 7:05 a. m., 12:23, 3:45 p. m.;
Wheeling and Bellaire, 6:10 a. m., 12:24, 1:30 p. m.;
Beaver Falls, 4:00, 5:05 p. m.; Massillon, 4:10 p. m.;
Beaver Falls, 4:00, 5:05 p. m., Rock Point, S 3:20
a. m.; Leetadale, 5:30 a. m.
ALLESHENY-Rochester, 6:30 a. m.; Beaver
Falls, 8:15, 11:00 a. m.; Enon, 3:00 p. m.; Leetadale, 10:00, 11:45 a. m., 2:00, 4:20, 4:20, 5:30, 7:00, 9:00
p. m.; Conway, 10:30 p. m.; Fair Usak, S 11:40 a.
m.; Leetadale, S 5:30 p. m.

TRAINS ARRIVE Union station from Chicago,
except Monday 1:50, d 6:00, d 6:35 a. m., d 6:30 a.
m.; Teldoe, except Monday 1:50, d 6:55 a. m., 6:30
p. m., Crestline, 2:10 p. m.; Youngstown and
New Castle, 9:10 a. m., 1:25, 5:20, 10:15 p. m.; Niles
and Youngstown, d 6:50 p. m.; Cleveland, d 6:50 a.
m.; 2:25, 7:00 p. m.; Eric and Ashtabnia, 1:25,
10:15 p. m.; Massillon, 10:00 s. m.; Niles and
Jamestown, 9:10 s. m.; Beaver Falls, 7:20 a. m.,
10:60 p. m.
ARRIVE ALLEGHENY-From Enou, 5:00 a.
m.; Conway, 6:50; Rochester, 9:50 a. m.; Beaver
Falls, 7:10 a. m., 1:52, 1:52, 0:10 p. m.; Fair
Oaks, S 8:55 a. m.; Leetsdale, S 6:00 p. m.; Fair
Oaks, S 8:55 a. m.; Leetsdale, S 6:00 p. m.; Fair
Oaks, S 8:55 a. m.; Leetsdale, S 6:00 p. m.; Fair
Oaks, S 8:50 a. m.; Leetsdale, S 6:00 p. m.; Fair
Oaks, S 8:50 a. m.; Leetsdale, S 6:00 p. m.; Fair on every day, except Sunday. Eastern sissuant time: Leaving Fittsburg-0:20 a. m., 7:10 a. m., 8:00 a. m., 19:3a a. m., 11:30 p. m., 3:46 p. m., 3:46 p. m., 5:46 p. m., 5:10 p. m., 5:10 p. m., 6:20 p. m., 6:20 p. m., 7:10 p. m., 7:10 p. m., 10:30 a. m., 10:20 a. m., 10:20 a. m., 10:30 p. m., 2:40 p. m., 10:30 p. m., 5:40 p. m., 7:10 p. m., 10:30 p. m., 5:30 p. m., 7:10 p. m., 10:30 p. m., 7:30 p. m., 12:30 p. m

RAILROADS.